

STOLE A PHILOSOPHER'S ROBE

DR. CHITTENDEN'S MAID WANTED TO MAKE A BOLEERO OF IT.

The Doctor, a Brooklynite, Tells the Police of His Loss and Miss Olsen Is Found and Locked Up—But She Won't Tell What's Become of the Ph. D. Garment.

If Miss Olsen had ever worked for you here is what you'd better do: Wherever you may happen to be you'd far better turn right around on your heel and in your tracks and make more tracks back to your home. When you get there you hustle right up to the attic, if you've got an attic, or to the janitor's storeroom, if you live in New York city, and open that old trunk you hid away there so many years ago. This don't you do until you're right close to the bottom of the trunk you come to the place where you laid away your Ph.D. robe so tenderly among the moth-balls in the year 18—, well, no matter about the year. And if you don't find it, why, then you take the day off and go over to Brooklyn and mingle your tears with those of J. Brace Chittenden, Ph.D., of 144 Montague street.

Because Dr. Chittenden he had a Ph.D. robe himself in the happy, happy days before he hired Miss Olsen and now he mourns its loss. But he did more than that. He had Miss Olsen laid by the heels and the charge laid at her door—it being a cell door at the time the charge was laid. Miss Olsen did not kick the charge away from her door. In fact she admitted it—at least so the police say—and in fact that she didn't deny it in the Adams street police court when arraigned there before Magistrate Tighe yesterday.

To be sure the chances are not very great that Miss Olsen has got your Ph.D. robe, because she hasn't been in this country so very long. She's only 19 anyhow, and she says she came here from the city of Copenhagen about eleven weeks ago. All the same it would perhaps be just as well to make certain by following the procedure outlined above.

It is possible that Miss Olsen's offence would not have been discovered for a long time if she hadn't made the mistake of staying out all night. Ph.D. robes are not as a rule worn so very frequently in these parts. Very few men wear them to their offices and are not popular at church or on the golf links, while sailors unanimously hold that they are ill adapted to yachting. Hence it is not likely that if the suspicions of Dr. J. Brace Chittenden had not been aroused regarding the robbery of his robe, he might not have hustled up to his attic to look for it. The Ph.D. robe has been missing for a matter of several years now.

But when your pretty chambermaid, who hasn't been working at your house for more than a few weeks, goes away from there early one evening and does not reappear until the following morning after breakfast you naturally begin to worry about your Ph.D. robe. Dr. J. Brace Chittenden did, at any rate. He did not like to see his robe disappear, and he thought it was a robbery. He wanted to know what was a Ph.D. robe. It was described to them. They were told that it was a garment of silk and velvet with a high collar and a long train, which (the robe, not the hood) had flowed loosely about the figure of Dr. J. Brace Chittenden, reaching almost to his heels.

The detective who went to the Ph.D. robes in general they formed the opinion that the robe was a very valuable one. But they succeeded in tracing Miss Olsen. And this they did because Miss Olsen committed the mistake of allowing her to be seen in the street. She had permitted herself to fall in love with a Danish young man. This in itself was perhaps not so serious a mistake, but it was followed by another which was committed when Miss Olsen, following her discharge from the household of Dr. J. Brace Chittenden, went to live at 123 East Thirtieth street, Manhattan. It was not a dangerous one for the average person, but in Miss Olsen's case the Danish young man afforded lived just across the street from 123 East Thirtieth street, and he by asking and answering a simple question thus:

Q. Suppose a young woman who is in love with a young Danish man stays out all night and is freed by the police, and you suppose that on leaving the house she steals a Ph.D. robe belonging to said Dr. Chittenden. Suppose that Dr. Chittenden complains to the police. Suppose that Miss Olsen has disappeared. Where, then, will it be found? A. At 123 East Thirtieth street, Manhattan.

The detective said that it stuck them to know what Miss Olsen wanted of a Ph.D. robe. It stuck them so completely that they made up their minds to ask her. In reply, they said, she told them that she intended to make a bolero of it. This didn't help the sleuths much until Miss Olsen told them that a bolero was a sort of kind of jacket which was most becoming to her style of beauty. Bearing in mind the specifications they had received from the doctor and answered a second question thus:

Q. Suppose a young woman in love with a Danish young man stays out all night and is freed by the police, and you suppose that on leaving the house she steals a Ph.D. robe belonging to said Dr. Chittenden. Suppose that Dr. Chittenden complains to the police. Suppose that Miss Olsen has disappeared. Where, then, will it be found? A. At 123 East Thirtieth street, Manhattan.

And it was so. It is so, as a matter of fact, for Miss Olsen will give no information on the subject. Mr. Chittenden showed up in court to press his charge and exhibited a photograph of the Ph.D. robe. It was a beautiful colored hood which (the garment, not the hood) flowed loosely about the figure of Dr. J. Brace Chittenden, reaching almost to his heels. Miss Olsen was held for further examination, for hope has not yet been abandoned that she will yet tell what she did with that Ph.D. robe. The detective do not suspect the Danish young man. They say he doesn't wear bolero jackets.

VICTORY FOR THE OSTEOPATHS.

Appellate Division Sustains Recognition of the School.

The Appellate Division of the Supreme Court in Brooklyn has sustained the decision of Justice Dickey recognizing osteopathy as a regular profession in the proceedings brought by Dr. Charles F. Bandal against the Board of Health. Dr. Bandal, a well-known osteopath, presented a health certificate to the Health Department, but it was refused. He instituted proceedings to compel the Health Department to accept his certificate and to place his name on the register as a physician in good standing, and Justice Dickey issued a mandamus to that effect.

The case may now be carried to the Court of Appeals.

Woman Who Killed John Mario Goes Free. Mrs. Teresa Felipe, the Italian who shot and killed John Mario, was yesterday discharged from custody by Judge Dike in the County Court, Brooklyn. The Grand Jury had failed to indict the woman.

NEW BOOKS.

Continued from Seventh Page.

much importance to careless utterances of President Andrew D. White, for this gives a somewhat polemical tone to a historical demonstration.

In a very limited field Mrs. Mary Stevens Beall has rendered a service to the accuracy in "The Story of the Washington Coaches and of the Powell Coach" (The Nettle Publishing Company). The former vehicle was exhibited at Mount Vernon for some years, and the latter has taken its place. The author with great diligence collected all the available information regarding both coaches and submitted it to Prof. J. F. Jameson, now of the Carnegie Institution, who decides that there is absolutely no credible evidence that either ever had anything to do with George Washington.

There is no reason why a traveller hurrying through a remote land should not publish his impressions; the apologies of Mr. W. P. Cresson for his "Persia; the Awakening East" (J. B. Lippincott Company) should be for his grandiloquent title, which arouses false expectations, and not for his book. This is a readable account of a heavy trip along the eastern frontier of Persia, with stops at Teheran at the start and at Bagdad at the end, the journey continuing through the Persian Gulf. There is the usual summary of present political conditions, which might have importance if there were any indication that the author had time or opportunity to form an independent judgment.

A convenient little manual for fishermen has been compiled and illustrated by Mr. Louis Rhead in "The Book of Fish and Fishing" (Charles Scribner's Sons). The author begins by describing the fish from salmon, trout and bass down to ood and porge; he then tells where they are to be found and when, and the manner in which they may be caught, winding up with directions for cooking the catch. The directions are clear and the pictures are good.

Considering that only this year have aeroplanes made successful flights, the effort of Mr. F. W. Lancaster to write a complete work on aerial flight seems somewhat premature, and the first thick volume on "Aerodynamics" (D. Van Nostrand Company) will undoubtedly have to be modified at once. Still it contains the mechanical principles on which most of the experiments have been built, and these will hardly change whatever may be the fate of individual machines.

No doubt there are sound educational reasons for the selection contained in "English Poems," by Edward Chauncey Baldwin, Ph.D., and Harry G. Paul of the University of Illinois (American Book Company). In every anthology, however eccentric, there is usually some criterion of taste, but we fail to detect any here. The poems included are unexceptional, they provide the means of supplying notes, which they do not always show the special characteristics of the poet. These range from Chaucer to Tennyson.

The attractions of "Auction Bridge" are delectable upon by Vane Pennell (Brown, Langham and Company; J. B. Lippincott and Company). The author's enthusiasm leads him to give more attention to advocacy than to the game itself. The exposition of the rules he would lay down. It is astonishing that with the progress Canada has been making there should be an interval of twelve years between the first and the present edition of "Lovell's Gazetteer of the Dominion of Canada," edited by G. Mercer Adam (John Lovell and Sons, Montreal). The volume contains nearly 1,000 pages and includes 5,100 more names than the earlier edition. The notes under each name are usually too brief, on the other hand great pains taken to show by what route one may reach each place. The book is a very great convenience, which would be much increased if more statistical information were provided and a few simple maps. The railroad system of Canada is surely not so complex that the many pages of directions should be needed.

Only the volume "The Complete Works of H. C. C.," an entertaining book Mr. Henry C. C. "Fifty Years in Wall Street" (Irving Publishing Company, New York) would be. Unfortunately it is only a composite that might be more properly entitled "The Complete Works of H. C. C." We have here the text of the "Twenty-eight Years in Wall Street," apparently unaltered. The present tense applied to men who have been dead for a generation is rather uncanny. There are notes of later events and a very few pages on the subject of the new money. The main conditions, however, that bring the volume up to nearly 1,100 pages, are of the various addresses and magazine articles on miscellaneous subjects by Mr. C. C. It would have been well worth while to employ a competent editor to put Mr. C. C.'s material into proper shape.

Books Received. "The Witchcraft Delusion in Colonial Connecticut," John M. Taylor. (The Grafton Press, New York.) "Sydney Carrington's Continuity," X. Lawson. (The Grafton Press, New York.) "The Gospel of Christ," Charles J. McDermott. (The Grafton Press, New York.) "Social Psychology," Edward Alsworth Ross. (Macmillan, New York.) "Quintus," Harrison Conrad. (Richard G. Badger, Boston.) "A Passing Vision," (Richard G. Badger.) "The Rites of the Ancient Egyptians," Translated by Jules Renard. (Richard G. Badger.) "Electric Power and Traction," F. H. Davies. (D. Van Nostrand Company, New York.) "The History of the Resurrection," James H. Hyslop, Ph.D., LL.D. (Small, Maynard and Company, Boston.) "Index to the Fragments of Greek Elegiac and Iambic Poetry," (The Grafton Press, New York.) "Sir Richard Ascombe," Max Pemberton. (Harpers, New York.) "The Shoulders of Atlas," Mary E. Wilkins Freeman. (Harpers, New York.) "Adventures of Pirates and Sea Rovers," (Harpers, New York.) "Husla's Message," William English Walling. (Doubleday, Page and Company.) "Care of Automobiles," Burt J. Paris. (Doubleday, Page and Company.) "The Rev. Adolph Roeder. (Isaac H. Blanchard Company, New York.) "Quicksteps Through Scandinavia," S. G. Bayne. (Harpers, New York.) "How to Attain It," Pearce Kintzing, M.D. (Funk and Wagnalls Company.) "That Man from Wall Street," Ruth Everett. (The Grafton Press, New York.) "The Woods and On the Shore," Richard D. Ware. (L. C. Page and Company, Boston.) "The House in the Water," Charles G. D. Roberts. (The Grafton Press, New York.) "Views and Reviews," Henry James. (The Grafton Press, New York.) "The Immortality of the Soul," Sir Oliver Lodge. (The Grafton Press, New York.) "Danton and the French Revolution," Charles F. Warwick. (George W. Jacobs Company, Philadelphia.) "The Woman Pays," Frederic P. Ladd. (Mitchell Kennerly, New York.) "De Namin' de Twins," Mary Fairfax Childs. (D. W. Dodge and Company, New York.) "Cardinal Newman," Charles Barlowe. (Imported by Charles Scribner's Sons.) "Mary Baker G. Eddy," Arthur Brisbane. (The Ball Publishing Company, New York.) "The Church of the Fathers," John Henry, Cardinal Newman. (Longmans, Green and Company.) "University Teaching," John Henry, Cardinal Newman. (Longmans, Green and Company.) "Motor Days in England," John M. Dillon. (G. P. Putnam's Sons.) "Isaac and Nerve Strain," Henry S. Upson. M. D. (G. P. Putnam's Sons.)

AMONG THE AUTOMOBILISTS.

JERSEY LAW KEEPS TOURISTS OUT OF STATE.

Hotel Men Expected to Help Motorists and Trade Men in Their Campaign to Secure Passage of More Reasonable Motor Vehicle Measure Next Winter.

New Jersey automobilists and tradesmen will undoubtedly have the active support of the hotel men of the State in their campaign to secure the passage of a more reasonable motor vehicle law during the next session of their State Legislature. Reports from the Motorists State show that automobilists are staying away from there, as was predicted in the present measure was adopted last winter. The law had been very generally criticized last year, when many non-resident motorists refused to enter the State, but the law is now much more oppressive than it was before. This on the part of the State's action of Chairman Hower of the A. A. A. touring board in leaving New Jersey out of the route for the 1908 Glidden tour on account of the law. The members of the Atlantic City Automobile Club had been planning some novel entertainments for the party of Glidden tourists, but they were not disappointed as badly as the hotel men, as the latter will thus be deprived of the patronage of between four and five hundred persons. It was originally planned by Chairman Hower to have the tourists reach Atlantic City on Saturday afternoon and remain there until Monday morning. The plan was that the party would have spent at least \$10 each, on an average, Atlantic City would have benefited to the extent of between \$4,000 and \$5,000 if the tourists were scheduled to go there. This on the part of the State's action of Chairman Hower of the A. A. A. touring board in leaving New Jersey out of the route for the 1908 Glidden tour on account of the law. The members of the Atlantic City Automobile Club had been planning some novel entertainments for the party of Glidden tourists, but they were not disappointed as badly as the hotel men, as the latter will thus be deprived of the patronage of between four and five hundred persons. It was originally planned by Chairman Hower to have the tourists reach Atlantic City on Saturday afternoon and remain there until Monday morning. The plan was that the party would have spent at least \$10 each, on an average, Atlantic City would have benefited to the extent of between \$4,000 and \$5,000 if the tourists were scheduled to go there.

Robert B. Caverly, president of the Automobile Club of Washington, who is one of the delegates to the convention to be held in Buffalo on July 6 and 7, and will address the meeting in favor of a project to construct a Lincoln boulevard from the city to the town of Gettysburg. An effort was made to get Congress to authorize such a project a few years ago, but the effort failed. As next year will be the centennial of Lincoln's birth, it is suggested that the Lincoln boulevard would be an appropriate tribute to his memory. If the boulevard is laid out according to the original plan, it will be a road of stretches of highway in the world so far as scenery is concerned. The distance is 77 miles, and the proposed width of the road is 180 feet, the idea being to call the road the Lincoln highway. It is a pattern somewhat after the Appian Way.

Henry C. Rew of Buffalo, who has been touring through Italy with a party of friends in his Packard, has written to friends in this country that the Italian nation is a good one but very dusty when he was traveling over there.

Alfred Wilmarth, Russell A. Field and F. C. Webb have been appointed delegates to the good roads and legislative convention to be held in Buffalo next month to represent the Long Island Automobile Club of Brooklyn.

Automobilists of Montclair, N. J., are to take out for the month of June for the purpose of raising funds to provide a gymnasium for the church located in the town. The funds will be used to carry paying passengers on a miniature trip around the world, making the trip to the various countries of the world. The trip will be made through Montclair, New Jersey, and the occasion will be the principal event of the year. The trip will be made through Montclair, New Jersey, and the occasion will be the principal event of the year.

The Madison station will be located at the residence of Mrs. F. H. Halloway, Mrs. W. F. Frost's residence will be in Yokohama, and the Chinese station will be at Mrs. W. F. Frost's residence. The trip will be made through Montclair, New Jersey, and the occasion will be the principal event of the year.

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More fun than a circus in every box of

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the ginger snap snappy that's made millions happy.

Nickel & Package NATIONAL BISCUIT COMPANY

AMONG THE AUTOMOBILISTS.

UP-TO-DATE

THE LOZIER MOTOR CAR was the first American automobile equipped with 36-inch wheels—Hesse-Bright Bearings—Magneto and Double Ignition System—Multiple Disc Clutch—Four Speed Selective Type Transmission—Nickel Steel Axles—Long Wheel Base and Seven Passenger Body.

No other maker has been so quick to originate or adopt features such as the above, and which have proven by their almost general later adoption by others to be correct and necessary.

THE 1908 LOZIER MOTOR CAR HAS AN ALL BALL BEARING MOTOR AND A UNIQUE POWERFUL SHAFT DRIVE.

Does not our past record for foresight in motor car construction warrant that a prediction from us will prove true, when we say that a purchaser will make a mistake who buys a CHAIN-DRIVE CAR WITH PLAIN BEARING MOTOR if he purposes procuring a car that will remain UP-TO-DATE?

IMMEDIATE DELIVERY IN ALL 1908 MODELS

THE LOZIER MOTOR COMPANY 55th Street and Broadway, N.Y.

Franchising that All People drove in the Brincliffe race, Walter C. Allen's Brincliffe All-American, driven by A. C. Campbell, Barney Oldfield with a Stearns and Walter Christie's front wheel drive racing car, driven by J. B. Buick.

In addition to the trophies for each of the events there is to be a cash prize for each race. The six events are as follows: First, five mile motor race, 60 horse-power and under; second, a silver cup and \$100; third, one mile, flying start, one mile track race, 60 horse-power and under; fourth, five mile motor race, 60 horse-power and under; fifth, one mile, flying start, one mile track race, 60 horse-power and under; sixth, twenty-five mile stock car race, 60 horse-power and under; seventh, one mile, flying start, one mile track race, 60 horse-power and under; eighth, one mile, flying start, one mile track race, 60 horse-power and under; ninth, one mile, flying start, one mile track race, 60 horse-power and under; tenth, one mile, flying start, one mile track race, 60 horse-power and under; eleventh, one mile, flying start, one mile track race, 60 horse-power and under; twelfth, one mile, flying start, one mile track race, 60 horse-power and under; thirteenth, one mile, flying start, one mile track race, 60 horse-power and under; fourteenth, one mile, flying start, one mile track race, 60 horse-power and under; fifteenth, one mile, flying start, one mile track race, 60 horse-power and under; sixteenth, one mile, flying start, one mile track race, 60 horse-power and under; seventeenth, one mile, flying start, one mile track race, 60 horse-power and under; eighteenth, one mile, flying start, one mile track race, 60 horse-power and under; nineteenth, one mile, flying start, one mile track race, 60 horse-power and under; twentieth, one mile, flying start, one mile track race, 60 horse-power and under; twenty-first, one mile, flying start, one mile track race, 60 horse-power and under; twenty-second, one mile, flying start, one mile track race, 60 horse-power and under; twenty-third, one mile, flying start, one mile track race, 60 horse-power and under; twenty-fourth, one mile, flying start, one mile track race, 60 horse-power and under; twenty-fifth, one mile, flying start, one mile track race, 60 horse-power and under; twenty-sixth, one mile, flying start, one mile track race, 60 horse-power and under; 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ninety-ninth, one mile, flying start, one mile track race, 60 horse-power and under; one hundredth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and first, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and second, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and third, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and fourth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and fifth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and sixth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and seventh, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and eighth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and ninth, one mile, flying start, one mile track race, 60 horse-power and under; 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one hundred and twenty-first, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and twenty-second, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and twenty-third, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and twenty-fourth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and twenty-fifth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and twenty-sixth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and twenty-seventh, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and twenty-eighth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and twenty-ninth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and thirtieth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and thirty-first, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and thirty-second, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and thirty-third, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and thirty-fourth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and thirty-fifth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and thirty-sixth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and thirty-seventh, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and thirty-eighth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and thirty-ninth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and fortieth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and forty-first, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and forty-second, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and forty-third, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and forty-fourth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and forty-fifth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and forty-sixth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and forty-seventh, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and forty-eighth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and forty-ninth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and fiftieth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and fifty-first, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and fifty-second, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and fifty-third, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and fifty-fourth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and fifty-fifth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and fifty-sixth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and fifty-seventh, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and fifty-eighth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and fifty-ninth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and sixtieth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and sixty-first, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and sixty-second, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and sixty-third, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and sixty-fourth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and sixty-fifth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and sixty-sixth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and sixty-seventh, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and sixty-eighth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and sixty-ninth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and seventieth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and seventy-first, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and seventy-second, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and seventy-third, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and seventy-fourth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and seventy-fifth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and seventy-sixth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and seventy-seventh, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and seventy-eighth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and seventy-ninth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and eightieth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and eighty-first, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and eighty-second, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and eighty-third, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and eighty-fourth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and eighty-fifth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and eighty-sixth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and eighty-seventh, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and eighty-eighth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and eighty-ninth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and ninetieth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and ninety-first, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and ninety-second, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and ninety-third, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and ninety-fourth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and ninety-fifth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and ninety-sixth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and ninety-seventh, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and ninety-eighth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and ninety-ninth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and one hundredth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and one hundred and first, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and one hundred and second, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and one hundred and third, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and one hundred and fourth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and one hundred and fifth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and one hundred and sixth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and one hundred and seventh, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and one hundred and eighth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and one hundred and ninth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and one hundred and tenth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and one hundred and eleventh, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and one hundred and twelfth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and one hundred and thirteenth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and one hundred and fourteenth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and one hundred and fifteenth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and one hundred and sixteenth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and one hundred and seventeenth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and one hundred and eighteenth, one mile, flying start, one mile track race, 60 horse-power and under; one hundred and one hundred and nineteenth, one mile, flying start, one mile track race, 6